

EXTENSIONS OF REMARKS

GRATITUDE TO FORMER
CONGRESSMAN J. EDWARD ROUSH

HON. BARON P. HILL

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 28, 1999

Mr. HILL of Indiana. Mr. Speaker, on October 26, the President signed into law S. 800, the Wireless Communications and Public Safety Act of 1999. This bill promotes and enhances public safety through the use of 9-1-1 as the universal emergency assistance number, furthers deployment of wireless 9-1-1 service, and supports states in upgrading 9-1-1 capabilities and related functions.

While S. 800 is another advance in the provision of efficient and timely emergency services, it would not have been possible without the vision and tenacity of a former Member of Congress, J. Edward Roush, from Huntington, IN.

In 1967, as a member of the Subcommittee on Science, Research and Development of the former Committee on Science and Astronautics, Congressman Roush questioned a representative of the International Association of Firefighters during a hearing on the Fire Research and Safety Act of 1967. The association noted response time is critical to fighting fires. Responding to this comment, Congressman Roush proposed establishing a three digit, single, nationwide telephone number for reporting fires and other emergencies.

The subcommittee members thought this was a good idea, but it would require a commission to study and review the whole matter. Ed Roush would not let an idea that could save so many lives get lost in commissions and studies. In that very hearing, he told the subcommittee members and guests that he intended to launch a one man crusade to establish a national emergency number.

Ed Roush made good on his promise. To get the Congress' attention, he introduced a sense of Congress resolution supporting a single, three digit emergency number. He made speeches around the country; visited and encouraged police, fire and emergency personnel; and wrote letters to local government officials and other Members of Congress.

AT&T (the only telephone company at the time) argued that dialing "0" for operator was sufficient. But Ed Roush knew the blind, elderly, disabled, children, or anyone in an emergency situation, deserved an easy and accessible number that would quickly connect them to the appropriate emergency responders.

The Bell system decided it was worth a try. In January, 1968 in Congressman Roush's office, AT&T held a news conference announcing it would make available a single, three digit emergency number "911." Roush's home town of Huntington, IN became the first city in the Bell system to establish E-911 service, when Congressman Roush placed the first call.

Yet, local police, fire and other emergency services were hesitant to turn over their com-

munications facilities and multiple emergency numbers to a single agency and number. Ed Roush patiently undertook a national education campaign to alert these agencies and the American people to the life-saving possibilities of adopting "911."

The stories began to come in—of fires cut short, lives saved, babies delivered, and children learning the 911 number. Over the years "911" has de facto become the universal emergency telephone number.

Mr. Speaker, each of us comes to Congress with the hope of improving the lives of our constituents. Ed Roush's one man crusade to establish a uniform emergency telephone number has saved the lives of countless Americans.

As S. 800 becomes law, we should not forget it was the vision and dedication of Congressman Ed Roush of Indiana who put America on the path to a universal, emergency assistance number over 30 years ago. And for that, we all owe him a debt of gratitude.

HONORING PHYLLIS AND RON
MCSWAIN ON THE OCCASION OF
THE TEN YEAR ANNIVERSARY
OF CINCINNATI HILLS CHRISTIAN
ACADEMY

HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 28, 1999

Mr. PORTMAN. Mr. Speaker, I rise today to honor my constituents, Phyllis and Ron McSwain, who will be recognized at a gala dinner and pageant on Saturday, October 30, 1999 for their many contributions to the prestigious Cincinnati Hills Christian Academy (CHCA) located in Mason, Ohio.

CHCA is one of the fastest-growing schools in the country and has earned a reputation for excellent academics, competitive sports and extracurricular activities. In 1997, I had the privilege of presenting the U.S. Department of Education's Blue Ribbon School Award to CHCA Elementary. CHCA's goal is to nurture and support each student toward individual growth. The school embraces students, parents and faculty within the care of a Christian community.

Phyllis and Ron were early supporters of CHCA and have remained loyal friends. Phyllis is a past member of CHCA's Board of Trustees. They have four children, but only their youngest was able to attend CHCA. However, two of Phyllis and Ron's grandchildren currently attend CHCA elementary.

Phyllis and Ron McSwain give generously to our community through volunteering their time and through Cornerstone, a charitable family foundation established by Ron to benefit the disadvantaged. I congratulate them on this well-deserved honor.

INTRODUCTION OF H.R. 3163, THE
SURFACE TRANSPORTATION
BOARD REAUTHORIZATION ACT
OF 1999

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 28, 1999

Mr. SHUSTER. Mr. Speaker, today, along with my colleagues Ranking Member JIM OBERSTAR, Chairman of the Subcommittee on Ground Transportation, Mr. TOM PETRI, and Ranking Member Mr. NICK RAHALL, I am introducing, by request, the Administration's proposed legislation to reauthorize the Surface Transportation Board.

I evaluate the Administration's proposed changes to the law governing the Surface Transportation Board against the background of extensive hearings on these issues conducted by my Committee last year—over 1,000 pages of testimony in 4 days of hearings.

The two clearest realities to emerge from those hearings were (1) the rail industry's resurgence and traffic growth since deregulation has made capacity constraints on their infrastructure a major problem for the first time in 3 decades; (2) to fund these huge infrastructure needs, the railroads, must spend billions of dollars raised in private capital markets, but they are not attracting even the average earnings-multiples of industry at large on Wall Street.

A number of interests, some merely short-sighted and others opportunistic, have tried to use the reauthorization of the STB as a means to force down rail rates by legislative fiat. This effort occurs despite repeated authoritative findings by the General Accounting Office that rail rates have declined sharply, even in constant dollars, in recent years.

I am very disappointed that the Administration seems to have joined this effort. Instead of promoting the capital flow that will benefit both railroads and shippers through improved infrastructure, the Administration has sent to the Congress a bill that includes major portions of the "re-regulation" agenda.

By forcing mandatory access by one railroad over another's tracks in several types of situations, the bill would endanger the vital capital flow upon which the future prosperity of railroads, shippers, and rail labor depends.

Much of the effort that went into the ICC Termination Act four years ago was focused on streamlining federal regulation of railroads. Yet the proposed legislation would take a major step backward; it proposes to balkanize the authority to approve or disapprove rail mergers among multiple federal agencies. Even worse, the Administration's proposal sows the seeds of many debilitating disputes under state and local law, even for mergers that have received full federal approval.

Although the bill pays lip service to "small" shippers, it could literally destroy a major segment of American small business—the short-

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